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A COMPROMISE REJECTED.

THE LONDON STRIKERS WILL NOT ACCEPT CARDINAL MANNING'S PROPOSAL.

MR. BURNS DENOUNCING AMERICAN WORKMEN—THE DOCK DIRECTORS ADHERING TO THEIR OFFER—A SWELLING TIDE OF SUBSCRIPTIONS FOR THE STRIKERS.

London, Sept. 10.—Cardinal Manning's proposal, which is being considered by the council of the Strike Committee, is a compromise, to the effect that the terms which the dock companies have already conceded are to go into operation on November 1, provided that the men immediately resume work. The proposal made by Cardinal Manning, which is an independent effort on his part to effect a settlement, has not been approved by the Council of Conciliation, several members of which are out of town.

At to-night's conference with Cardinal Manning Burns admitted that the temper of the strikers was such that it would be futile to urge the November compromise. Referring to the Lord Mayor's recent remark, "You are the strike," Mr. Burns denied that he could induce the vast body of men against their united will.

At a meeting of strikers to-day at Tower Hill Mr. Burns asked the men whether they would accept the proposal for the increase in wages to begin in November. The strikers unanimously opposed the proposition.

Mr. Tillett, one of the leaders of the strike, who founded the Dock Laborers' Union, addressed the strikers. He said he believed that the mediation of Cardinal Manning between the men and the employers would result in an early settlement of the questions at dispute between them.

John Burns announced the receipt of a number of subscriptions from Australia for the benefit of the strikers. He said that the workmen of America had forwarded sentiment and sympathy enough to encircle the globe, if committed to paper, but not a single cent to relieve the wants of their fellow-workmen. He was ashamed of the organized workmen of America.

Addressing a second meeting of strikers, Mr. Burns again assailed American workmen for their failure to contribute money in aid of the strikers. "With all their boasting and bluffing," he said, "they have given nothing. If ever the dockmen were in a position to congratulate themselves, it is now, for no less than 7,000 pounds are owed them yesterday alone. But many a red cent came from America. As far their sympathy, I would say:—your pity. Give us your job."

The directors of the dock companies resolutely adhere to the terms recently agreed to by them, by which the wages of the men are to be advanced on January 1. Hitherto the directors have held meetings twice daily. To-day only one short and formal sitting was held, and several directors were absent. A leading director, Sir Henry Le Marchant, will resign, owing to the decision of the board in favor of the Lord Mayor's proposals.

The dock directors were interviewed to-day regarding the situation. They all commented on the assertion made by the newspapers that the companies were disturbing trade, while only a small amount of money was involved in their dispute with the strikers. It has been alleged that the concession of the men's terms would cost the companies only 50,000 pounds. The directors said that this was a gross mistake, that the increase demanded would amount to 150,000 pounds yearly, meaning 5,000,000 pounds capitalized.

The Home Office, in response to the appeal of members of the Corn Exchange for the protection of workmen against the strikers' pickets, to-day largely augmented the force of police around the docks and provided an additional steam launch to patrol the river.

The congestion of the river trade is becoming relieved by the wharfmasters generally accepting the men's terms. A number of vessels are leaving the docks and going to the wharves to unload. The wharves present almost their wonted busy aspect prior to the strike.

The persistence of the strikers increases with the swelling tide of subscriptions. The home contributions are slightly falling, but Australia continues to pour in funds. To-day 1,400 pounds were received, making a total from Australia of 15,000 pounds. The result is that many dockmen fare better in idleness than when working. Foremost among the agencies of relief is the Salvation Army, which provides food for 8,000 persons daily, at a nominal price. Throughout the strike districts rents are largely in arrears. Feeling no pinch of distress, the temper of the dockmen is not growing more conciliatory in the meantime, in spite of the strikers' pickets, the companies are gradually replenishing their working forces.

A large number of Melbourne have sent 10,000 pounds as a contribution to the relief fund for the London strikers.

COMPLAINING OF AN AMERICAN CONSUL.

Berlin, Sept. 10.—The "Vossische Zeitung" publishes a complaint signed by a number of merchants of this city, in which it is stated that Mr. Edwards, United States Consul at Berlin, subjects exporters to trivial vexations in the matter of verifying invoices, thus hampering trade with America. The merchants intend to call a meeting shortly to protest against Consul Edwards' conduct. The Berlin Foreign Office to intervene for the removal of the trouble.

Washington, Sept. 10.—At the State Department it is said that Mr. Edwards has been endeavoring to apply a set of rules drawn up by him to carry out the statutes and the regulations of the Treasury Department, which are themselves extremely minute in defining the exercise of a Consul power. These rules have been submitted to the Treasury Department, and, if it should appear that any of them are unnecessary, or if they can be relaxed and still give effect to the law, they will be modified. However, it is stated that owing to a discrepancy of the requirements in the past much labor and unnecessary expense has been caused at ports in this country, as it was necessary in many cases to detain and appraise goods, the invoices being not so strictly enforced as they are in the United States.

AN EVENTFUL CAREER ENDED BY DEATH. Ottawa, Sept. 10.—Death, from consumption, here last night ended the tragic career of Charles Joseph Savary, a member of the Legion of Honor and at one time one of the leading politicians of France. He came to Canada in 1864. Savary was forty-four years of age. He entered politics when quite young, and was finally appointed Deputy Minister of Justice. A clever, scholarly man, he won a reputation in the domain of literature. He was a director of the Bank of Lyons, and when that institution collapsed fled to America to avoid arrest. He was subsequently sentenced to five years' imprisonment, and there was still standing against him judgments of 8,000,000 francs. Before leaving Paris, he fell in love with the handsome wife of his secretary, who once surprised the couple in a café and received a bullet, which lodged in his backbone. Savary was accompanied to Canada by the woman, who survives him. His first wife is still living in France. Savary is regarded as the author of the recent riot in the Canadian Northwest, his writings having done much to stir up the feelings of the French Canadians.

A CANADIAN SCHOONER WRECKED.

Halifax, N. S., Sept. 10.—The schooner *Thetis*, Captain Lloyd, from Lockport for Halifax, with pickled fish, struck on the southwest breaker at the entrance to Lockport harbor yesterday afternoon, capsized and sank immediately. There being a heavy sea, but no wind, the crew were in a small dory trying to tow the schooner off the breakers, and the captain alone was on board when she struck. He was rescued with great difficulty. The crew reached the shore in safety. The vessel was not insured and is a total loss.

MUST USE THE RUSSIAN LANGUAGE OR NONE.

St. Petersburg, Sept. 10.—The entire Bench of Judges, District and Circuit, of Riga, have been arrested for using the German language, after they had been ordered to use the Russian.

TO ATTEND THE ROYAL WEDDING AT ATHENS.

Athens, Sept. 10.—The ceremony of the marriage of Princess Sophie of Prussia to the Crown Prince of Greece will be attended by the Emperor and Empress of Germany, Prince Henry, of Prussia, the King of Denmark, the Crown Prince of Denmark, the Prince and Princess of Wales, the Czar and the Czarina of Russia.

CHARGED WITH ROBBERY AN ENGLISHMAN.

Boston, Sept. 10.—Theodore E. English was arrested this morning, charged with the embezzlement of money from Charles Reap, an English capitalist. The amount of the alleged embezzlement has not been disclosed, but it will probably reach \$5,000.

BOWLING GREEN CHOSEN.

NEW-YORK'S NEW CUSTOM HOUSE AND APPRAISER'S STORES TO BE BUILT THERE.

REASONS THAT INFLUENCED SECRETARY WINDOM TO SELECT THIS SITE—PROBABLE COST OF THE IMPROVEMENTS.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Sept. 10.—Secretary Windom has finally selected what is known as the Bowling Green site as the location for the new Custom House and Appraiser's Stores at New-York. The law requires these buildings to be located near each other, and appropriates \$2,000,000 for the sites.

Secretary Windom's decision in favor of Bowling Green was arrived at after an exhaustive consideration of the question. It is approved by Assistant Secretary Tichenor and Mr. Windrim, the Supervising Architect of the Treasury Department. These officials, with General Batcheller and the Secretary, constituted the commission having charge of the matter. General Batcheller was the only one of the four in favor of the Light-street site, that on which the Public Stores now stand. At one time the others thought favorably of this location, but investigation satisfied them that, for various reasons, it was not the most desirable. The site at the foot of West Eleventh-st., offered by Simon Stevens, also was favorably considered, but it was finally believed to be too far apart.

The argument in favor of the place selected was many, but it is understood that those having most weight with the Department were these: First, the fact that this site will be large enough for the erection of both a Custom House and Appraiser's stores, thus carrying out Secretary Windom's idea that the two buildings should be close together. The new Custom House will face Bowling Green at the foot of Broadway; and if the ideas of the Department are carried out, it will be an architectural masterpiece. The Appraiser's building will stand on the block below, having for a water front that of the Barge Office, now owned by the Government. Of the money for this great work only \$500,000 has been appropriated, besides the \$2,000,000 for the ground; but the sale of the present Custom House will increase this sum to an amount almost sufficient for the completion of the undertaking. The land will probably be acquired by condemnation.

Another reason that influenced the Department was the fact that most of the important business is still downtown; over fifty per cent, it is learned, being below Canal-st., and little of it going above Fourteenth-st. Then, too, Bowling Green is nearer to Brooklyn, an important consideration in the case of the Custom House. The steamship companies are believed to be in favor of this central site, but these are among the most important. It is the intention of the Department to begin proceedings at once for the attainment of the land, and the work will be pushed vigorously. The two buildings, with the land, will probably cost \$5,000,000 or \$6,000,000.

The Secretary's decision ends a long controversy, and the general business public will probably find great satisfaction in the thought that these two important institutions are to be housed on the same site, instead of being separated. In the discussion as to the site of the Public Stores, the dry-goods men seemed to favor Light-st. West Eleventh-st. was also suggested, and its advantages were strongly urged.

The site on which the new buildings will stand is now occupied by the offices of several of the transatlantic steamship companies and other places of business. It is bounded by Bowling Green on the north, State-st. on the west and Whitehall-st. on the east, and by either Bridge-st. or Pearl-st. on the south. The steamship companies that occupy the offices on Bowling Green are the North German Lloyd, the French Transatlantic, the Cunard, the Clyde, the White Star, the Atlantic, the Atlas, the Wilson, the Thingval, and other lines have headquarters in the block along State-st. The French Consulates are in the buildings that face Bowling Green. These old houses in their day were among the most fashionable residences of the city.

The upper part of the block is just across the street from the Produce Exchange.

AN OLD FARMER ROBBED OF \$500.

DECEIVED BY A MAN WHO SAID HE WANTED TO BUY A FARM. Concord, N. H., Sept. 10.—Jed S. Ordway, age eighty, a well-to-do farmer, was robbed of \$500 this forenoon. For some time Mr. Ordway has had a farm for sale and yesterday a well-dressed man called on him for the alleged purpose of negotiating for the purchase of the place. The man, who was dressed in a suit, and who said he was a stranger, went away, promising to see Mr. Ordway again. Early this way, promising to see Mr. Ordway again. Early this way, promising to see Mr. Ordway again. Early this way, promising to see Mr. Ordway again.

ELEVEN MINERS LOSE THEIR LIVES.

CUT OFF BY A RUSH OF WATER FROM AN OLD SHAFT. Denver, Sept. 10.—The couriers sent out from here last night to the scene of the coal mine disaster near Golden, Col., returned to this city at 2 o'clock this morning and give the following account of the accident. The mine, which is owned by the Colorado Fuel and Iron Company, was situated on the north side of the Colorado River, about a mile from the town of Golden. The mine was situated on the north side of the Colorado River, about a mile from the town of Golden. The mine was situated on the north side of the Colorado River, about a mile from the town of Golden.

WHITE CAPS AT WORK AGAIN IN INDIANA.

Louisville, Sept. 10 (Special).—The White Caps are again at work near Corydon, Ind., in spite of the investigation and trials of last winter under the Governor's direction. James Rogge was caught Saturday night, while riding home, and given a terrible flogging. The White Caps then went to the house of William Brown, dragged him from bed and gave him fifty lashes. Rogge was accused of wife-beating and Brown of neglecting his family.

WOOLLEN GOODS MERCHANTS ASSIGN.

Providence, R. I., Sept. 10.—Burt & Snow, wholesale dealers in woollens and trimmings, have assigned to Stephen G. Mason. The firm has been slow in payment for a year past, and the failure is no surprise to the trade. The bulk of the firm's business was with New-England and New-York tailors. It is estimated that the liabilities are \$75,000; assets nominally slightly larger.

ARGUMENT BEGUN IN THE NAGLE CASE.

San Francisco, Sept. 10.—Argument was begun in the United States Circuit Court to-day on the subject of the jurisdiction of the Federal Court in the case of Deputy Marshal Nagle. Attorney-General Johnson made the opening address on behalf of the State, and was followed by Mr. Messick for the Federal authorities.

CHARGED WITH ROBBERY AN ENGLISHMAN.

Boston, Sept. 10.—Theodore E. English was arrested this morning, charged with the embezzlement of money from Charles Reap, an English capitalist. The amount of the alleged embezzlement has not been disclosed, but it will probably reach \$5,000.

ELECTRICITY STARTS A BLAZE.

FRANKS PLAYED BY THE SUBTLE POWER.

A CURRENT GIVES SEVERAL PERSONS A MILD SHOCK AND SETS FIRE TO A ROOF.

A mysterious electrical display in Grand-st. was followed by a fire early yesterday morning. There are three two-story and attic buildings on the south side of the street, west of Essex-st. The corner building, No. 353, is occupied by William Fritzsche, who has a shoe store on the ground floor. On the sidewalk there James Hunt keeps an all-night fruit stand. About 4 a. m. yesterday Hunt was arranging the fruit on his stand and received a shock that made his fingers tingle. He could not understand what was wrong. Every time he touched one of the nice pears he felt the prickling sensation in his hand, and he began to think that the stand was bewitched.

Mrs. Fritzsche got out of bed in a front room over the shoe store and threw open the shutters to look out at the storm. She also received a shock. Out on the wet pavement several persons had stopped to look at sparks which were escaping from both ends of an iron leader between the houses Nos. 349 and 351. One end of the leader was fastened to the tin gutter in front of William Bernstein's shoe store at No. 351, and the gutter contained unbroken to Fritzsche's house at the corner. At the point where the gutter and leader joined there was a constant play of bright sparks. A stream of fire played from the bottom of the leader upon the wall of Fritzsche's house.

Electric lights hung in front of each house, but the lights had gone out at 1 a. m. One wire from the lamp in front of Fritzsche's store had been broken and was blown by the wind against the tin gutter. It was supposed later that the electric current from the wire ran along the tin gutter to the leader. The wet sidewalk received so much electricity that persons who walked on it near the leader were shocked. After the Bernstein family got up to look at the display, Mrs. Bernstein's brother, Moses Morris, ran out on the sidewalk and received an electrical charge that made him dance.

Soon after 5 o'clock the roof of Bernstein's house was seen to be ablaze. The firemen were summoned and the flames were extinguished in a short time, but not until the roof of the three-story building, No. 349, had been damaged badly. Water went down through both buildings and damaged property. The entire loss by fire and water was about \$4,000.

The firemen were slow to believe that the fire had been caused by an escape of electricity, but they could not otherwise explain the outbreak. The fire department, however, has pronounced the cause of the fire as an escape of electricity. The company declared that the wires in that part of Grand-st. did not have any current in them after 1 a. m., but they could not tell why several persons had received mild electric shocks. The investigation by the Fire Marshal may solve the mystery.

A BALTIMORE STEAMER BURNED AT HER DOCK.

Baltimore, Sept. 10.—Fire broke out shortly after 2 a. m. on the steamer *Theodore Weems*, of the Western Line Transportation Company, docked at Pier No. 9, Light-st. wharf. The firemen's only course to save her from entire destruction was to swamp her, and this they did. The boat is badly burned amidships, but the hull appears to be damaged only slightly. The loss on steamer and cargo is estimated at \$25,000 to \$35,000.

OIL TANKS CAUSE A BLAZE.

Chicago, Sept. 10 (Special).—An Illinois Central train on a freight train that was crossing the Central tracks on the belt line at Riverside this morning and besides wrecking a number of cars and doing damage to the engine, caused a big blaze. The train was loaded with oil tanks and the fluid flowed all over the tracks as soon as the cars were piled up in a heap. The damage will reach thousands of dollars.

BADGERING THE TALESMEN STOPPED.

AN ATTORNEY FOR THE DEFENCE IN THE CROBIN TRIAL SHARPLY REBUKED. Chicago, Sept. 10 (Special).—Two hundred talesmen have been examined, and no juror yet selected in the Crobin trial. The defence has exhausted thirty-five of its peremptory challenges, and the prosecution twenty-three. The only constitutional incident of today, when Judge McCormick sharply called Mr. Wing, of the defence, to order for badgering talesmen, the policy of the defence being clearly one of delay.

"Mr. Wing," said the Court, impatiently, "the questions put by you to the juror are ingeniously worded for the purpose of disqualifying him; they are purposely ingenious and misleading; and if permitted would disqualify the whole country, and I will not allow it. The witness need not answer such questions. Hereafter, misleading questions will not be permitted."

Attorney Forrest was asked to-day on what ground he could defend his action of yesterday in the taking of specimens of the blood stains in the Carlson cottage by force.

"If you will get a copy of the 1224 Illinois Reports," said Mr. Forrest, "and look up the case of Spies, et al., you will find our warrant. You have doubtless heard of Spies, et al., and the Supreme Court in this case held that, though a 'badgering' of talesmen is a constitutional incident of today, it is not a violation of the Constitution. The newspapers indorsed this view and applauded the finding of the court. Two years ago Julius S. Grinnell, then State Attorney, went into the office of fifty or sixty business houses and without warrant seized their books to obtain evidence in the 'hoodie' cases. Every newspaper in the town upheld the act. I am permitted by my counsel, Julius Wing, and Mr. Forrest waived his hand deferentially toward his associate, to say that what is sauce for the goose is sauce for the gander."

"What is the State going to do about it?" was asked of Judge Longenecker.

"Really, I have been so busy that I haven't had time to think about the matter," said the judge. Captain Whittier, who is in command of the police district in which the cottage is situated, says he intends to consult the State Attorney with a view to the arrest of Mr. Forrest.

A SON OF EUGENE KELLY KILLED.

HE FALLS FROM A TRAIN WHILE CROSSING THE HACKENSACK RIVER. A terrible accident occurred yesterday afternoon on the Orange express train of the Delaware, Lackawanna and Western Railway, which leaves New-York at 4:50 p. m. Among the passengers on the train were Eugene Kelly, the well-known banker, and his son Joseph T. Kelly, a young man twenty-three years old. Mr. Kelly was in the forward part of the train and his son further back. Just as the train was crossing the Hackensack bridge, young Mr. Kelly, crossing the Hackensack bridge, fell from the train. He fell on the timbers of the bridge and was shockingly mutilated. The train was running at a high rate of speed, and it had gone nearly a quarter of a mile before it was brought to a stop. It was then backed down to the bridge, where the body was found just as it had fallen. It was placed in the baggage car and at first no one could identify it. From papers and letters in the pocket it was sent for to another Mr. Kelly, and his father was brought to the scene of the shock and could not believe that it was his son until after all possible doubt was set at rest by various marks of identification. The body was taken on the train to South Orange, where Mr. Kelly has his country seat. Young Mr. Kelly, with his brothers, was well known in the Oranges. He was a brilliant ornament of the younger society circles and was unusually gifted.

ACCUSED OF MURDERING A FARMER.

Easton, Penn., Sept. 10.—The coroner's jury in the case of Aaron Dillard, who was found murdered on his farm last Friday morning, returned the verdict that Dillard night in which they expressed the belief that Dillard was shot by William H. Bartholomew, and that Mrs. Dillard, who is charged with the murder, was accessory to the crime. Bartholomew was already under arrest, and Mrs. Dillard was arrested this morning.

A SHIPWRECKED STEAMER RELEASED.

New-Bedford, Mass., Sept. 10.—The *Menhaden* steamer *Joseph Church*, of Tiverton, seized yesterday by State officers, was released to-day, having been bonded in the sum of \$20,000, and has sailed for her home port, with her officers and crew. She is also under bond to appear in court next Monday.

SMITH'S CLAIM ON THE CEILING CONTRACT.

Albany, Sept. 10.—John Smith, the Assembly ceiling contractor, through his attorney, Worthington Frothingham, of this city, filed a claim with the State Board of Claims to-day for \$39,098.91, as the balance due him on the Assembly ceiling and staircase contract, he having so far received on account thereof the sum of \$231,093.09. In the claim Smith says that all by conditions required by act of the Legislature and the contract as conditions precedent to make such contract valid and operative were properly complied with, and that the work was completed as provided in the contract. He further says that the Ceiling Committee of the Assembly and the Superintendent of Public Buildings have unreasonably refused to certify that the contract was completed to their satisfaction, or to accept the work and materials.

HAVOC BY WIND AND TIDE.

PARTS OF THE CITY FLOODED.

CELLARS FILLED AND STREETS COVERED WITH WATER.

MUCH DAMAGE ALONG THE RIVER FRONTS—FERRYBOATS MAKE THEIR LANDINGS WITH DIFFICULTY—NO VESSELS LEAVE THE HARBOR AND ONLY ONE ARRIVES—INCOMING STEAMERS WILL HAVE ROUGH EXPERIENCES.

For many years no storm so severe as that of the last few days has prevailed in this neighborhood. A fierce gale has blown unceasingly, and the tides have risen higher than for years before and have been lashed into destructive fury. The northeast wind, veering to northerly, backed the waters up along the coast and caused great damage. The wind has continued at a high velocity for a longer period than for a number of years, and exposed points, as well as those that are usually considered comparatively secure, have suffered from the gale and the waters. On the New-Jersey and Long Island shores the destruction to property has been great, and still more disastrous times were looked for last night. The general opinion of men competent to judge was that the force of the storm would not be spent for a day or two. New-Yorkers who had unpleasant experiences or disagreeable trials felt none of the worst effects of the storm, as it was less severe in this city than at some of the nearby points.

The damage to shipping has been large. Only one vessel arrived at this port yesterday, and her captain reported that he had sighted no pilot boats. The inference is that they had been driven to shelter by the severity of the storm. Several vessels left their piers, beginning voyages, and passed Quarantine. Whether they went to sea or not is a doubtful question. Mariners were of the opinion that it would be foolhardy to put to sea when such a storm was in progress. None of the local excursion boats made trips. Cautionary signals were hoisted all along the North Atlantic coast. Comparatively little rain fell, but there was enough to cause much unpleasantness, as it was driven about the streets with great force by the wind.

FLOODED STREETS ALONG THE RIVERS.

The effects of the storm were seriously felt along the river fronts of the city. Flooded cellars, choked sewers, and streets, in some instances, with the water in them running like millraces, were the effects of the phenomenal high tide. There was practically no ebb tide yesterday. Nearly all day long the rivers were as high as at the ordinary high tide. By many persons it was estimated that the water rose two, three and four feet higher than ordinarily. It is probable that three feet was about the excess in rise over the usual flood tide.

The water was highest in the East River. At Roosevelt-st. it was backed up into the sewers to such an extent that the streets were flooded and all the cellars about town were filled. Even as far from the river as Cherry-st., many persons complained of flooded cellars. There was hardly a dry cellar on either river front from Thirty-fourth-st. on the East River to Canal-st. on the North River. The things which attracted attention most in South and West-sts. were the number of hand-pumps at work freeing cellars of water, while pails were used in many places.

In few of the basements along these streets are goods subject to damage by water stored, as it is not an uncommon thing to have the water backed into them. But yesterday's flood was greater than had been known for some years, and people being unprepared for it, considerable damage was done to goods that had been placed in cellars at a height that was supposed to preclude the possibility of damage. Many cellars in Wall-st. up as far as Front-st. were flooded, and the result was disastrous. It is a rare thing for these cellars to be filled. In Whitehall-st., too, much damage was done to goods stored in cellars, most of them being flooded as far up as State-st.

WHERE THE GREATEST DAMAGE WAS CAUSED. The points on the East River that were most seriously afflicted were at Grand-st., Montgomery-st., Peck Slip, Fulton-st. and Coenties Slip. At all of these places the water in the streets was more than ankle-deep, and ferry passengers from Brooklyn had a hard time. All got their feet wet, despite the improvised bridges of boards and boxes.

While little or no difficulty was experienced by the ferryboats in making trips, there was much trouble in landing passengers and teams. On the East River the "bridges" of the ferry-houses are short, and, as a result, were raised to an angle approaching 45 degrees. Teams slid down them at a dangerous rate. The North River ferries fared better, as they have longer bridges.

The boats of the new Thirty-ninth-st. ferry were running on schedule time. The Bay Ridge steamers fared somewhat worse, and their trips were from ten to fifteen minutes longer than usual. The Staten Island ferryboats did well, and it was said that no trouble was experienced. The Thirty-fourth-st. ferryboats had a hard time of it, as the wind and tide veered them around so strongly that it was only with difficulty that they could be kept in their proper course. Almost double the usual time was occupied by these boats in making trips.

Early in the day the wind caught the shed which was used as a sort of waiting-room on the Thirty-second-st. pier on the East River, and sent the boards sailing through the air and into the rigging of the steam-yacht *Reva*, which was lying alongside the pier. No one was hurt, however, and little damage was done.

At Fulton and Washington Markets men who have spent their lives there said that they had not for years seen such high water. Said one of the fish-dealers at Fulton Market: "Why even our floats were under water. And we floated baskets of fish across the street." Business in the dining-room of Everett's Hotel was seriously impaired on accounts of its being flooded. The universal opinion of persons along both rivers was that while much damage had been caused, the storm had not been without its good effects, as thousands of rats were either drowned or driven from their holes. The canalboats always lying at Coenties slip were not damaged a bit, and some surprise was expressed thereat. Many thought that it would be found that some of the boats had been seriously strained when an examination was made.

PARTS OF THE ISLAND UNDER WATER.

Blackwell's Island, although protected in a measure from the full force of the storm by its distance from the bay, was struck by bigger waves than have been known there for years. The bulkheads along both sides of the island were constantly submerged, and the landing of the small boats plying between the city became difficult, so that the regular trips had to be discontinued. The lower portions of Blackwell's and Ward's Islands were partly submerged and the guards received instructions to keep all the patients in the city institutions away from the water front, which the waves made dangerous.

Captain Smith, of the police boat *Patrol*, said that he had never seen the rivers and bay so desolated. Not a boat was out that was not compelled to be. The small boats of the Police Department were with difficulty pulled around into the East River, as the water was rushing up from

PRICE THREE CENTS.

THE SEA AND BREAKING over the Battery wall furiously. It also made things unpleasant at Castle Garden, as it flooded the gangway for passengers from the landing pier to the rotunda.

Yesterday was to be the closing day at Glen Island, but the boats did not run on account of the storm. No boats started out in the morning and the 1:15 p. m. boat was the only one which went to the island during the day. It occupied over two hours on the trip up, because the wind was blowing almost a hurricane and the tide was running out strongly.

EXPERIENCES OF SOUND BOATS.

The pilots of Sound steamers reported that they had experienced no extraordinary weather on the trip down Monday night. Everything was in their favor coming down the wind and sea being with them. The waves were higher than usual and the wind was extremely stiff. The big steamer *Puritan*, of the Fall River Line; the *Massachusetts*, of the Providence Line; and the heavy sea precluded the possibility of landings being made at Coney Island yesterday, and no boats were started there. Captain J. S. Laiden, superintendent of the company, in order to all contracts, sent the *Cepheus* to Norton's Point in the morning and the *Cyprus* to Wilson's Point. Both boats had rough passages. No boats will be run between Pier 1 and the Iron Pier at West Brighton Beach until the weather has cleared and the sea subsided.

The only vessel that arrived at this port yesterday was the *British steamer* *Albion*, laden with bananas. She left Montreal Bay, last Wednesday, and was due on Monday. Captain Cook is a down-easter, loath to admit that his experience of the last few days was anything extraordinary. He had encountered a strong northerly wind and an extremely heavy sea, strong were the elements that it was necessary to run at half speed. For four days the *Albion's* barometer had been at a most peculiar manner. It was low, averaging 29.60 inches, and varying not more than one-half of one-tenth of a point. It went no higher than 29.65 inches, nor lower than 29.55. Captain Cook looked for strange things to come of it, and he thought the coast. He did not sight a pilot and brought his vessel up himself. He admitted that he had never in his experience seen the bay so heavy.

MANY TELEGRAPH WIRES DOWN.

The effect of the storm on the wires of the Western Union was disastrous. It was felt most seriously along the middle line of Long Island and the coast of New-Jersey, and more especially between Rockaway Beach and Atlantic City. The wires were torn down, crossed and the currents interrupted, so that it was impossible to send messages to some of the near points. Communication with Cape May and a few neighboring places was entirely cut off early in the afternoon, and remained so far into the night. The *Albion* is moving toward the coast, and it is believed that it will be all right in the morning. Although the effect has not been so serious as in some other storms, we have never known it so heavy. Communication will be renewed with all points before noon to-morrow, however, and then we shall be better able to tell of the damage.

WHERE THE STORM CAME FROM.

Sergeant Dunn said to a Tribune reporter yesterday: "This storm is mainly due to the action of the cyclone which last week raged in the West Indies. About Friday it moved off into the Atlantic and was lost to our observation. Then, taking a semi-circular course, it came back to the shores of the United States, and struck the coast. The centre of the cyclone forms a partial vacuum, which draws the water together into a big mass. The huge waves thus created are forced into the land, and the result is the coming European steamers, among which are the *Ten-tonic* and the *City of New-York*, are likely to encounter some terrible experiences, and will find their power of endurance tested to the utmost."

The maximum velocity of the wind at New-York yesterday was thirty-seven miles an hour. Sergeant Dunn thought that the storm had almost passed away from New-York, and that it would take a north-easterly direction on the coast, and wind changed from northeast to north, and although this change will probably lessen the force of the tide, heavy waves will beat on the coast for several days. The indications for today point to fair weather with high northerly winds.

BEACHES SWEEP BY THE SEA.

HOTELS, PAVILIONS, LAWNS AND ROADS RUINED.

CONEY ISLAND A SCENE OF DESTRUCTION AND DESOLATION—GUESTS FLEE TO THE CITY—HEAVY LOSSES AT ROCKAWAY AND OTHER SHORE RESORTS.

Those who built their houses upon the sands of Coney Island mourn to-day the loss of property worth about a quarter of a million of dollars. Hundreds of the gingerbread pavilions of West Brighton have been destroyed, and the beautiful surroundings of the big hotels at Brighton and Manhattan beaches have been made a scene of desolation. The highways connecting the whole series of resorts from Norton's Point to the Oriental Hotel are littered with wreckage of every description to the depth of several feet. The roads themselves are made impassable by a varied assortment of obstructions, ranging from a six-foot wash-out to the wreck of a whale-boat. The beach for two miles is almost hidden by the remains of high-gabled structures, and its outline is so obliterated that even an old topographical friend would not recognize its features. Brighton Beach race-track might now be leased to advantage to the New-York Yacht-Racing Association, as it holds plenty of water for the draught of a thirty-foot cutter.

In spite of the insurrection of the sea no life has been lost, though many were at times in peril. The stiffened corpse of one poor sailor, half buried in the sand, was picked up on West Brighton Beach, but the body was the returned prey of Sunday's storm, swept ashore by the tidal wave.

The first attack of the abnormal surf was made yesterday morning at high tide, though since Sunday the flood-tide has come higher and higher each period. It was high water at Brighton Beach yesterday at 8 a. m. The enormous billows, which had grown in height all night, then spent themselves almost over the very sills of the Brighton Beach Hotel. At the same time the water had pushed its way over the Concourse, washing away the bulkheads and roads, and, pouring inland, had found an inlet into Brighton Beach race-track. In a stream twenty feet in width the water swept into the inclosure, transforming the whole course into a lake. The trainers and stablemen had been unprepared for such a phenomenon, and the attack came so suddenly that the buildings were crumbling almost before the scores of horses could be taken to a place of safety. As it was, most of the animals were simply cut loose, and those last liberated had to swim out of the newly created pond as best they could.

A LONG LINE OF BATTLE ON THE BEACH.